

Park & Ride and HOV Transit Enhancements Project

FACT SHEET

PROJECT

- The California Department of Transportation – Division of Mass Transportation is currently implementing a Park & Ride (P&R) and High Occupancy Vehicle (HOV) facility Transit Enhancements Project. Planning studies, plan development, and project initiation work will be conducted under consultant contract during FYs 2003-04 and 2004-05.
- Work to be performed by the consultant will include:
 - Performance of a comprehensive needs assessment for transit enhancements to P&R and HOV facilities along Bus Rapid Transit/Express Bus routes
 - Development of performance program and prioritization of project needs
 - Development of preliminary scoping information for highest priority projects
 - Development of a proposed 10-Year Master Plan and Program of Projects
 - Development and implementation of a public information marketing plan
- This project is being coordinated with other related planning efforts including:
 - HOV Pooled Fund Study – Department, Division of Traffic Operations
 - Regional Express Bus Program Master Plan - Metropolitan Transportation Commission (MTC)
 - 2002 HOV Master Plan - MTC
 - SF Bay Area Regional Express Bus System Plan – Department, District 4
 - Smart Parking Project – Department, Division of Research & Innovation

TIMELINE

Project started in July 2003 and is expected to be completed by September 2004. (See attached Project Timeline)

CONTACTS

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Contractor – Paul Jewel (415) 284-1544, Nelson Nygaard Consulting

BACKGROUND

- Most P&R facilities were not designed with transit in mind. Transit enhancements are needed to increase bus access and promote further utilization of the HOV system by

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express buses. This would help make transit a more practical travel option, increase trip throughput to reduce traffic congestion, and maximize transportation system efficiency.

- The Department has made a significant investment in P&R and HOV facilities. There are approximately 460 P&R facilities, and 1061 HOV lane miles statewide. We need to make transit enhancements to better utilize these facilities to maximize our investment.
- Over the years, transit operators and others have requested the Department address maintenance, operation, transit access, lot location, and security concerns at P&R facilities as well as bus access improvements to HOV lanes. These issues were again raised by CEOs of major SF Bay Area transit agencies at a June 5, 2002 meeting attended by the Department's Director Morales in Oakland.
- Innovative programs such as this are necessary to mitigate the tremendous population increase and lack of affordable housing in employment areas which are resulting in longer and longer commutes and congestion on the transportation corridors. Studies have shown that we cannot add enough system capacity to keep up with the projected demand; we must enhance capacity to use what we have more effectively.
- A P&R/HOV Transit Enhancement Team will be assembled composed of Departmental staff, Metropolitan Planning Organizations (MPO), Regional Transportation Planning Agencies (RTPA), transit operators, California Transit Association, California Association for Coordinated Transportation, Federal Highway Administration, California Highway Patrol, and California Air Resources Board to identify, prioritize, and propose funding options for projects.
- Priority will be given to projects that would increase transit ridership. The following criteria will be utilized in the project prioritization and selection process:
 - Deliverability
 - Connectivity to transit
 - MPO/RTPA and transit operator support
 - Impact on freeway congestion/Level of Service (LOS) improvement
 - Tangible and measurable increase in transit ridership
 - Leveraging of State funds with matching funds
 - Projected demand